

Today's
Advertisements.GOVERNMENT NOTIFICATION.
No. 234.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

WEDNESDAY, the 3rd day of May, 1899, at 3 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 15th April, 1899. [571a]

Particulars of the letting by Public Auction Sale, to be held on Wednesday, the 3rd day of May, 1899, at 3 p.m., by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Hung Hom, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

Lot	Boundary Measurements	Area	Annual Rent	Upper Price
1	111 ft. 115 ft. 30 ft. 67 ft. 100 ft. 47 ft. 30 ft.	111 ft. 115 ft. 30 ft. 67 ft. 100 ft. 47 ft. 30 ft.		

South of Temple, 111 ft. 115 ft. 30 ft. 67 ft. 100 ft. 47 ft. 30 ft.

THE TENDER FOR ALTERATIONS TO GARRISON PARADE GROUND.

PLAN and SPECIFICATION may be seen by applying to the SUPERINTENDING CIVIL ENGINEER, Works Loan, H.M. Naval Yard.

Sealed tenders to be sent under cover to the Commanding Officer at or before NOON, on the 26th April, 1899.

The Commanding Officer is not bound to accept the lowest or any tender.

H.M. Naval Yard,
Hongkong, 26th April, 1899. [575a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"CHINKIANG"

Captain Vaughan, will be despatched as above TO-MORROW, the 27th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1899. [539a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOCHOW.

THE Company's Steamship

"PAKHOI"

Captain Scott, will be despatched as above TO-MORROW, the 27th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1899. [555a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU"

Captain Sommerfeld, will be despatched as above on SATURDAY, the 29th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 26th April, 1899. [572a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE"

Captain Taylor, will be despatched for the above port, on MONDAY, the 1st May, at 4 p.m.

This steamer has Superior Accommodation for Passengers and is fitted throughout with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 26th April, 1899. [573a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PEKIN"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Madras, S.S. *Albatross*.

Consignment Goods will be landed here unless instructions are given to the contrary before 5 M. TO-DAY.

Goods not cleared by the 2nd May, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a Certificate of the damage obtained from the Godown Company within ten days after the Vessels arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 26th April, 1899. [575b]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION, WEAK STOMACH,

IMPAIRED DIGESTION, DISORDERED LIVER,

AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the

EMPIRE OF CHINA—

WATKINS & CO.,

APOTHECARIES HALL, 66, Queen's Road Central, Hongkong.

Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

B.—VINTAGE, superior quality, Red Capsule \$14.40

C.—FINE OLD VINTAGE, superior quality, Black Seal Capsule 10.20

D.—VERY FINE OLD VINTAGE extra superior, Violet Capsule (Old Bottled) 20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These Wines are too favourably known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 26, 1899.

NOTES AND COMMENTS.

The more light that is thrown upon the series of events that have taken place in the Hinterland within the last few days the more patent becomes the fact that the whole of the arrangements for taking over the territory have been sadly bungled. Take for instance, the case of the Chinaman who was sent to Ping Shan to post the proclamation. It must have been known to the authorities that disturbances were to be expected, they cannot have been ignorant of the danger which their emissary would run in carrying and posting the proclamation, yet he was allowed to go to almost certain death without even the protection of a corporal's guard. The burning of the marshes and the attacks made upon the police would have convinced any person possessed of a particle of common sense that it was unsafe to send any person, Chinese or European, to post proclamations without a fitting escort, and therefore the brutal murder of the Chinese messenger at Ping Shan may be quite as truthfully attributed to official folly as to the actions of the band of Chinese rowdies who so brutally did him to death. He may not have been aware himself of the risk that he was running and of the terrible fate that was so shortly to overtake him, but the same cannot be said of his employers and his fate can only be described as a case of official murder.

However, the deed is done, and no amount of activity shown by the authorities will now repair it. The Chinese will have the satisfaction of saying that the agent and emissary of the British Government was done to death by them and that his employers were powerless to aid him. The only reparation that can be made by the authorities will be the pensioning of his widow and the visiting of his murderers with swift and adequate punishment. But can these men be brought to justice? It will be difficult to convict them of their dastardly crime upon the evidence of the widow of their victim alone, and should they stand by one another, who is to supply the necessary evidence to bring their deed home to them? Should they thus escape punishment, what will be the effect produced upon them and their friends? They will not ascribe their freedom from punishment for their deed to the justice of the British courts which requires absolute and convincing proof before of guilt a person can be convicted, but rather to a fear of the consequences, were they to be made to suffer, to a weakness on the part of the Government. Let them once get such an idea into their heads and it will mean endless trouble in the new territory.

It is true that the rebellion has been suppressed and that the Hinterland may now be said to be moderately quiet, but what impression have our new subjects formed of their rulers? They have had an exhibition of weakness and folly, followed by a display of force which will serve to show them that they cannot hope to make an effective resistance with the means at present at their disposal. The next thing that they experience is the totally unprepared police raid upon Kowloon City and they see that the policy of their new rulers

is to be one of interference; they are to be subjected to petty persecutions for minor offences arising, not from any evil motives upon their part, but from their ignorance, and they will lose all faith in British justice from the fact that it does not attempt to teach them to distinguish right from wrong but waits until such time as the wrong has been committed and then visits its wrath upon the offenders, who thus become for the first time aware that they have committed a crime.

REUTER'S TELEGRAMS.

THE UNITED STATES.

A sensation has been caused in the United States by speeches of Capt. Coghlan of the cruiser *Raleigh* in New York in which he repeated and accentuated the menacing messages sent by Admiral Dewey to the German Admiral at the time of the battle of Manila Bay. Capt. Coghlan has been reprimanded and ordered to return to his ship immediately.

THE IRISH COUNTY COUNCIL.

At the first Meetings of the New Irish County Councils on Saturday many of them passed resolutions in favour of Home Rule and a Roman Catholic University.

WEATHER REPORT.

The Observatory report says:—On the 26th at 11.50 a.m.: The barometer has risen on the China coast. Pressure is high between the E. coast of China and W. Japan, low in the N.E. part of the Sea of Japan. Gradients slight to moderate with moderate monsoon on the China coast. FORECAST:—Fresh or moderate N.E. winds; fair.

LOCAL AND GENERAL.

SIR Claude and Lady Macdonald left for England this morning by the German Mail steamer *Prinz Heinrich*.

Two young Chinese thieves were sentenced this morning at the magistracy to 5 and 8 strokes of the birch on the breech, one, aged 12 years, for stealing a jacket valued at 40 cents, the other, aged 17, to 8 strokes for stealing a quilt valued at \$1.50.

FOR obtaining two dozen tins of cocoa, of the value of \$19.20, with intent to defraud, from the Kwon 1 On shop on the 23rd April, Cheng San pi 3, Moon Street, was sentenced to four months' hard labour by Mr. T. Sercombe Smith at the Magistracy this morning.

DR. HANITSCH, the Curator of the Raffles Museum, Singapore, just returned from a visit to Borneo. He had hoped to go up Kinabalu, but the time at his disposal was too short, and the weather was rather bad. He therefore wisely contented himself with collecting on the lower slopes, attaining an altitude of 4,000 feet.

MR. BRAM STOKER paid a visit to New York recently to prepare for the visit of Sir Henry Irving and Miss Ellen Terry during the coming autumn. They will appear in Sardou's new play, "Robespierre." Both Sir Henry Irving and Miss Terry may be sure of a warm welcome, for nowhere are their talents more cordially appreciated than in America.

THE freehold house known as 16 Young Street, formerly the residence of Thackeray, where he wrote several of his novels, was sold by auction the other day. The bidding starting at £2,000, and quickly rose to £3,000, when the auctioneer remarked that only the commercial value had been reached, adding—"How much are you going to give me for the sentimental excess—another 500?" The property changed hands at £3,500.

It is said that, when the Duchess of Marlborough was a child, her fate was foretold by an astrologer with an accuracy and detail which later years have made astonishing. Although at that time the millionaire's little daughter was barely out of the nursery, it was predicted that she would wear the "strawberry leaves" and become the mother of a line of kings. The first prophecy is already fate. As to the second, the Duchess is said to believe implicitly in her high destiny.

SINCE the occupation of Manila by the United States forces, 13th August, 1898, one hundred and forty-one vessels have been transferred from the hands of English, German, and Spanish citizens, principally Spanish, to those of Americans, duly registered, and are now flying the American flag. This at least shows an increase of confidence by the business people of Manila towards the American Government. As many as twenty of these, having names of once famous Spanish generals, admirals, and governors, have thought it to their advantage to renounce the old name and take an American or English name before registering.—*Manila Times*.

At the Magistracy this morning a miner named Frank Star, who is staying at the Sailor's Home, charged five seamen who are staying at the same place with assaulting him, defendants' names being Thomas C. Toole, John Brown, Charles Blatchford, Peter McIntyre, and Henry Gillman. Complainant said that between six and seven o'clock last night he was on beach outside the Sailor's Home, alongside a little coloured boy, when McIntyre came up and after using a threatening expression struck at the boy but did not hit him. Complainant got up and pushed him away, upon which O'Toole came up and struck him on the head with his fist then first one and then another of defendants assailed him. O'Toole ultimately struck him on the head with a stick, and then ran at him with a big knife threatening to kill him, but some one caught hold of his hand. First defendant admitted hitting complainant, but the others said they were only trying to separate O'Toole and complainant. The further hearing was adjourned until to-morrow.

A MEETING of the Sanitary Board will be held on Thursday, 27th April, at 4.15 p.m. Order of the day:—1. Nil. Agenda.—2. Telegram concerning the appointment of a Chief Inspector of Nuisances. 3. Fifteen applications for licences to keep swine. 4. Bubonic Plague return for Bombay City from 14th to 27th March, 1899. 5. Further reports concerning Bubonic Plague in Tainan, Formosa, March 28th to April 3rd, 1899. 6. Report concerning Bubonic Plague in Tamsui, Formosa, since outbreak last year. 7. Mortality Returns for Macao for weeks ended 2nd and 9th April, 1899. 8. Mortality Statistics for the Colony of Hongkong for the weeks ended 15th and 23rd April, 1899.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

D. S. Dady Burjor	£25
K. Nyeno	25
Chai On Marine Insurance Co.	20
G. R. Stevens & Co.	20
Melampo & Co.	20
Dr. Gerlach	20
J. Hastings	15
J. Borenmann	15
Lumke and Rogge	15
Ho Fook	10
J. S. Van Buren	10
Talati & Co.	10
Kruse & Co.	10
Kelly and Walsh	10
B. L.	10
E. H. Joseph	10

A COUPLE of Burmese peasants had a peculiar experience on board the *Dufferin* last week, says the *Rangoon Times*. They were accosted by two Burmese conjurers who had some black medicine in their hands, which they rolled together with some paper, and by rapid friction between both palms caused a flame of fire. They then demanded Rs. 15 and Rs. 10, respectively, from the bewildered villagers, on the threat of their destruction by fire if the money was not forthcoming. The sum of Rs. 25 was paid, and by way of compensation the conjurers made them a present of some of the medicine, which they assured them would preserve them against snake bites. The two villagers, however, were not to be lulled, for they complained of the extortion to the river police, and had the satisfaction of seeing the two conjurers arrested with the money on them. The men are in custody awaiting trial.

THE *Water Telegraph* states that a dating young Englishman of good family (name not given) has succeeded in abducting and eloping with one of the ladies of the Sultan's own harem. According to the *Morning Leader* correspondent's version of the story, the young man made her acquaintance during the recent festival of the *Lakshmi* Kadir, when all men and women alike go to the mosques to pray. Each of the ladies of the Sultan's harem who goes is jealously guarded by a eunuch, but the hero of this adventure succeeded in winning over the guardian of the beauty he admired by heavy bribes. The eunuch acted as go-between, and made the necessary arrangements for the elopement. The Englishman succeeded in getting his Mahomedan lady-love on board a steamer bound direct to Bombay. Several eunuchs, suspected of being accomplices, have been thrown into dungeons, and the Sultan utters fearful maledictions on the English.

THE plans of Baron Dipauli, Austrian Minister of Commerce, for developing the export trade to distant countries were made known a few days ago in a Memorandum addressed to the Chambers of Commerce, and further details are published. The sum of 250,000 fls., or nearly 2,000,000, is to be spent annually, for some time to come, in subsidising Austrian merchants who settle in countries over seas. As a commencement, ten or eleven such settlements are to be recognised in the British and Dutch Indies, and at Shanghai, Yokohama, Chicago, Philadelphia, Natal, Singapore, Alexandria, and Smyrna. These commercial pioneers must, before leaving Austria, pass a theoretical and practical examination. They must also have served at least three months under an exporting firm in Austria, and must sign a contract, binding themselves to remain five years at their posts. In return they will each receive between 5,000 and 8,000 fl. the first year, and between 3,000 and 4,000 fl. the year following, according to the cost of living in the country. Besides Consular and other moral support, they will also have the right to a substantial commission from the firms they work for.

On March 15th a very smart performance was given by Arthur Martin, of Shorelands Road, Kingston Hill, on the towing-path opposite Ravens Ait, at Surbiton. A but had been made, unknown to Martin, by Councilor Minnott, of Kingston-on-Thames, that he would find a man who would, without training, run a quarter of a mile, ride a bicycle a quarter of a mile, row a horse a quarter of a mile, row a mile, with crossswim, a quarter of a mile, and swim a quarter of a mile in the Thames in 17 minutes. In putting the boat into position a mishap occurred which would have proved fatal to the event had it happened a little later, one scull breaking clean in half. The bicycle was a lady's machine, and only geared to 65 inches, and the horse one used in a tradesman's cart in Mr. Minnott's business. A start was made with the run, and occupied 1 min. 10 sec., the bicycle was waiting in readiness at the other end of the course, and the return quarter-mile was done in 30 sec. The horse was then ridden back in the same time, and the boat was next rowed the length of the course in 2 min. 10 sec. Martin then stood up, undressed in the scull, and dived into the river, with 12 min. in hand, but the swim was, of course, much the worst part of his journey, owing to the terribly cold temperature of the river, which was stated to be only 8 deg. above freezing. He felt the cold very much at starting, but soon recovered, and went the whole course in good form, finishing it in 7 min. 25 sec., thus making a total of only 12 min. 25 sec. for the five events, including the changes.

THE output of tin in Selangor is not so much larger this year than last. In the first three months of 1898 10,261 piculs were produced; in the first three months this year 12,516 piculs. But the value last year was \$441,203; and this year \$760,457, the duty collected being \$98,690, as against \$42,000.

It is understood, says the *Manila Times*, that the three small steamers *Lee Fat*, 45 tons net, *Kar Shun*, 45 tons net, *Kun Hing*, 59 tons net, which were brought to Manila from Hongkong, 1st February, by Messrs. Robinson & Co. of Manila, have been purchased by the United States Government, consideration unknown. They will probably be used as inland dispatch boats, the *Lee Fat* having already been acting in that capacity between here and Iloilo, when we lacked cable communication.

HERR Krupp, the gun king of Essen, Prussia, has just made another gift of 500,000 marks to the pension fund of his workmen, thus raising it to 1,500,000 marks. To be employed at the Krupp gun works is the highest goal of a German workman, for he is then not alone well treated and well paid—no such thing as a strike ever having threatened the works—but he is well provided for all his life. Krupp employs altogether, including the new shipyards he has started at Kiel, some 32,000 men. He is said to be worth \$10,000,000.

THE *Westminster Gazette* urges the reduction of the military staffs which crowd the offices in so many of our commands. For instance, what earthly reason can there be for not making the Channel Islands into one command, in which case six officers could, with ease, do the work now divided among twelve? At Ceylon, the Straits Settlements, and half-a-dozen other places, the work could be more cheaply and efficiently performed, both in peace and in war, with from half to two-thirds of the present number of officers. The multiplication of unnecessary staff officers only leads to multiplication of correspondence, all of which means additional expense.

ON the 15th inst. a collision took place between the No. 1 Cosmopolitan Dock launch and the steam launch *Bonnie*, and an enquiry into the circumstances connected with the collision was held at the Harbour Office this morning by Mr. A. Oliver, in the absence of Commander Ramsey. It appears that the Dock launch was passing Pender's Wharf when the *Bonnie* backed out and collided with and considerably damaged her. After examining the coxswain of each launch Mr. Oliver held that the coxswain of the *Bonnie* had not been as careful as he might have been but he thought that a caution to be more careful in the future would meet the case.

ON the 16th April the U.S. hospital ship *Relief*, Major Fitz Ly commanding, steamed into Manila in thirty-nine and a half days from New York, via Suez. The *Relief* is undoubtedly the finest production of her class in the world. It is simply a floating hospital of the highest possible excellence, where suffering soldiers can have every care that could possibly be provided by science and humanity under any circumstances. The *Relief* has accommodation for 328 patients. She will probably be used as a hospital transport ship to take sick and wounded soldiers to San Francisco. This would remedy the crowding that is now necessary in the local hospitals, and greatly facilitate the work of the Hospital Corps.—*Manila Times*.

MR. Cox, the District Officer of Jelebu, visited the Rin Lode on the 23rd March. He found that preparations were being made for the erection of the machinery, a quantity of which had already arrived. Mr. Cox was much struck by the progress already made. New roads have been constructed and preparations are being made for the erection of stamps and dressing floors. The whole concern is said to be an example of how a mine should be developed economically. Mr. Roberts is now able to get the machinery to suit the mine, instead of having to get the mine to suit the machinery. But Mr. Roberts is hampered for want of labour, though he has now got a batch of sinkholes. If only the labour regulations were a little more favourable for the employer, there is no reason why sinkholes should not be entirely employed at the Rin Lode, as those now brought up have readily taken to underground work.—*Straits Times*.

THE EMPEROR'S MESSAGE.

There has been a flutter in Italian dovecots as a result of the German Emperor's action in forwarding to Admiral Goret, the commander of the Italian naval division in the Far East, his good wishes for a favourable voyage and a successful issue to his mission. Admiral Goret sailed from Naples on March 21st, on the cruiser *Stromboli*. The German Emperor intended originally to go to Rome in March, but the journey was suspended on account of State affairs. Of course the *Franco-Prussian* papers interpreted the suspension of the journey as a proof that Germany was growing tired of Italy, and the same newspapers recently pretended that Germany had secretly opposed the Italian policy in China. The telegram to Admiral Goret cuts short all these rumours, and will seem to Italians like a favourable omen at the beginning of Admiral Goret's voyage. By order of the Minister of Marine, Admiral Goret has replied to the Imperial telegram, but at the same time a cordial message of thanks has been sent from King Humbert himself.

THE "CHINA"

THE P. and O. Company's steamer *China* arrived at Belait from Penang on Saturday, March 18th. The vessel, after being six months ashore on the island, was successfully floated in September last, and has since been in Penang Harbour, where temporary repairs were effected. The salvage operations were carried out by the Nordischer Bergungs Verein, of Hamburg, and the "Fepton" Salvage Company, of Stockholm, assisted by the company's staff. The *China* was able to steam home without assistance, but as a matter of precaution the directors of the P. and O. Company arranged for the salvage steamer *Derbyshire* and *Heracles* to accompany the ship as far as Malacca, from which port the services of only one were retained.

PRINCESS HENRY OF PRUSSIA.

Princess Henry of Prussia was entertained last night at Government House, a reception being held in her honour and the grounds illuminated. The Princess left this morning for Europe by the *Prinz Heinrich*, a large and distinguished company of German and British residents proceeding to the ship to bid her adieu. Numerous bouquets were presented.

THE TROUBLE IN THE HINTERLAND.

We learn from Chinese sources that the principal spirits in the recent disturbances in the new territory belong to the Chok family, who inhabit the greater part of the western portion of the district and our informant assures us that it is the western folk who are likely to give the most trouble, those around Tai-poh being more peaceably inclined, and having a better reputation as good subjects. It is estimated that no less than thirty thousand of the Chok clan are resident in the new territory, while another forty thousand are to be found in Tung Kung and a few thousands more in Heang Shan. It is not only the Chok clan who are resident in the new territory who have caused the disturbance, but those from Tung Kung as well, who came to the assistance of their clansmen. It is also stated that all of the Chok clansmen resident in Hongkong, of whom there were a very considerable number, have gone over to the new territory to take part in the disturbances. Ping Shan, where the Chinamen bearing the proclamation was so brutally done to death, is said to be one of the principal centres of the Choks, and by this brutal act they have certainly upheld their reputation as warriors.

The cause of the trouble is said by our informant to be on account of the fear entertained by the people that they would be taxed to excess and squeezed to such an extent as to make life almost insupportable under British rule. The people imagined that a novel rented for a dollar a month would be forced to pay a tax amounting to ten dollars a year and they feared the number of other taxes which they would be called upon to pay. Under Chinese rule they say that they were not taxed, the taxes being paid by the upper classes and a slight amount allowed to make a living without being squeezed. Under British rule they say that they fear they will have to pay poll tax, land tax, house tax, crop tax, salt tax, dog tax, peddling tax and a whole host of other taxes which would take away all the small profit that they now make from their land. It is said that it was this fear of taxation which caused them to resist the British occupation of their country. If this account be true, then it is evident that the fears of the people have been worked upon by somebody for their own ends and we do not fancy that the source of these tales of excessive taxation would be difficult to find.

A gentleman, who has had a long experience of the Chinese, points out that it is most probable that the rebels were aided by the Black Flag troops, for he is of opinion that no other troops in China would have been aware of the use of trenches and rifle pits such as were constructed.

He passed through the district just previous to the fighting and says that the troops seen by him were in two uniforms, one with a red badge and the other with a blue.

A CHINESE ACCOUNT OF THE DISTURBANCE.

Translated from the "Ning Hoi Po."

A struggle has taken place at Tai-poh between the British troops and the villagers and many wounds have been received on both sides. The inhabitants were repulsed to Kam Tin village where they reassembled. The arm of Major Brown was wounded by a bullet and a private of the Hongkong Regiment, ordered to act for him, was also slightly wounded. On the 18th, Major General Gascoigne accompanied the British force to Deep Bay and returned to Hongkong next day stating that the inhabitants had offered no opposition and behaved in a peaceable and respectful manner. A force of police was then ordered by the British Government to encamp near the Chang Chow and Capatsum Customs Stations. Careful enquiries show that the inhabitants of the Sun On district had never taken any steps to hinder the British troops. The English leaders of the movement were often committed mischief and robbery in the district conspired with the trained soldiers and thus the disturbance arose. A Government notification was posted last year stating that it was their intention to clear these bad characters out of the Sun On district for the protection of the inhabitants of Kam Tin.

It is unreasonable to believe that some time ago the Committee of the inhabitants of the Sun On district, after having called upon the British authorities and returned to their villages, were privately locked up in the prison and that the Hongkong Government, under Major-General Gascoigne, with some English troops to destroy the prison and set them free.

A SINGAPORE OPINION.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE NEW TERRITORY AND THE CUSTOMS.
We have received the following correspondence for publication:
Hongkong General Chamber of Commerce.
Hongkong, 21st April, 1899.

Sir,—In view of the disturbances now taking place in the New Territory which there is good reason to believe have been engineered or assisted from Chinese territory, I am instructed to ask you to be good enough to lay before His Excellency the Governor the following opinions and suggestions of my Committee.

1.—That having regard to the fact that the new territory is obviously liable to be overrun by bands of men who are either not amenable to Chinese authority or whose acts the mandarins find it convenient to ignore or disavow, it is essential to the preservation of good order in the Colony, and to consolidate our position, that the northern boundary shall be clearly defined by natural features and include within it the town of Shumchun.

2.—That recent occurrences have convincingly demonstrated the inability of the actual mischievousness of mandarin influence and furnish excellent reasons for the removal of the Chinese officials from Kowloon City which otherwise will remain a focus of intrigue against the authority of the Hongkong Government.

3.—The Committee would further suggest that as the suppression of these disturbances will entail a heavy outlay, it would not be unreasonable for Her Majesty's Government to demand the extension of the lease of the New Territory for a longer period than 99 years, if not the complete cession thereof.

I have the honour to be, Sir,
Your most obedient servant,
R. CHARTERTON WILCOX,
Secretary.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary.

Hongkong General Chamber of Commerce.
Hongkong, 21st April, 1899.

Sir,—I am instructed by the Committee of the Chamber to inquire if the Government will kindly inform the Chamber what is being done to secure the removal of the Chinese Imperial Maritime Customs to their own territory as was promised by His Excellency the Governor in the Legislative Council on the 27th February last.

I have the honour to be, Sir,
Your most obedient servant,
R. CHARTERTON WILCOX,
Secretary.

Hon. Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th April, 1899.

Sir,—I am directed to acknowledge the receipt of your letter of the 21st instant submitting for His Excellency the Governor's consideration certain opinions and suggestions offered by the Committee of the Chamber of Commerce respecting the new territory and to state that the views of the Committee will be represented to the Secretary of State for the Colonies.

I have the honour to be, Sir,
Your most obedient servant,
(Signed) J. G. T. BUCKLE,
Colonial Secretary.

The Secretary to the Hongkong General Chamber of Commerce.

Colonial Secretary's Office,
Hongkong, 25th April, 1899.

Sir,—In reply to your letter of the 21st instant requesting information as to what is being done to secure the removal of the Chinese Imperial Maritime Customs to their own territory, I am directed by His Excellency the Governor to state for the information of the Committee of the Chamber of Commerce that the functions of the Chinese Customs have ceased within the area of the new territory and the extended waters of the Colony.

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I have the honour to be, Sir,
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(Signed) J. G. T. BUCKLE,
Colonial Secretary.

The Secretary to the Hongkong General Chamber of Commerce.

Colonial Secretary's Office,
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THE "YAWATA MARU."

It will be remembered by our readers that the Nippon Yusen Kaisha have recently put three new boats on their Australian line, viz., the *Kawato Maru*, the *Yamato Maru*, and the *Yawata Maru*, all three being entirely new boats built especially for the service by Messrs. R. Napier and Son, at Govan, Scotland. By the courtesy of Captain Moses and the management of the Nippon Yusen Kaisha we were enabled to inspect the last named ship.

These fine steamers have been built under special survey to Lloyd's three-deck class and fitted in accordance with British Board of Trade rules. They are built throughout of the finest steel, the general dimensions being: length 375 ft. between perpendiculars, or over 400 ft. overall; breadth 44 ft.; depth 27 ft. 8 in.; with a top galley fore-cabin, long bridge, full-rigged and single deck bottom, and constructed with a cellular double bottom for water ballast.

So much for the general description, which does not distinguish these boats very much from the usual run of mail steamers, as it is only when we come to the details that we have been so carefully attended to for the passenger's comfort that we see the superiority of these vessels over all competitors. To start with the safety of the vessel, both when at sea and in going in or coming out of harbour. On the bridge directly in view of the officer on watch is a new patent device, which tells when the vessel is pitched and sideswifted, and if one happens to go out, a bell immediately rings and an indicator shows the faulty lamp so that it can be repaired at once. By means of the telegraph communication is maintained from the bridge to all parts of the vessel, not only the engine room, but right aft as well, where an officer is stationed when entering or leaving harbours, and in case the steam steering gear should by any chance get out of action, hand gear is always kept in readiness. Eight life boats are carried, four of which are of the latest steel type, capable of holding the entire crew and passengers, besides being fitted with sails and other requirements. The senior officers both on the Navigating and Engineer staff have to have exceptionally good British and Japanese certificates before they are entrusted with the care of these magnificent and costly vessels. Besides all these precautions for passengers' safety, over every bunk, quite ready to hand, are placed life belts.

Although safety has been the chief object comfort takes a very good second, the first class dining saloon is situated on the upper deck forward of the engines, fitted with light oak furniture, the end portion of the saloon is altered as a social hall and beautifully upholstered with blue plush and contains a broadwood piano, a library of 180 books as well as cards, chess, and other games. There are four electric fans to keep the rooms cool when in hot climates and two steam heaters when colder climates are reached. The cabins accommodate two in each berth and are fitted with wash stands, electric light, oil lamps if required, and are in communication with the steward's quarters. The menu is most liberal, fresh provisions being carried in specially designed refrigerating rooms. The second class accommodation is right aft and in a comfortable and elegant compass, very favourably with the first, while the stowage, which is between decks, also seems to have received due attention. Smoking rooms are provided for each class and a well stocked bar supplies the passenger's wants at very moderate prices.

The engines are triple expansion, the high pressure cylinder 29 inches diameter, intermediate 48 in. and the low pressure 79 in. having a stroke of 54 in., working at 185 lbs. steam pressure develops 35,000 indicated horse power, which can drive the vessel through the water comfortably at the rate of 17 knots an hour. All the different parts of the engine are duplicated, so that in case of a breakdown a new piece can be inserted without causing delay. As might be gathered, the electrical arrangements are most complete and only want of space prevents us from giving a full report of them. Arrangements are also made by means of three ventilating machines to force fresh air throughout the vessel or to any compartment where it is required. The refrigerating machinery and cold storage rooms have received most careful attention, but the sight of snow and ice reminded our representative so much of home that he was obliged to leave in a hurry on account of homesickness.

Last but not least we must mention the courtesy of the officers and the pleasant comfort seemed to be their one aim in life and with the help of a most intelligent Japanese staff, there is no doubt they will achieve that success they so worthily deserve.

—*Manila Times*.

THE "SHINONOME."

It is said that the condition of the new torpedo-destroyer *Shinonome* did not prove at all satisfactory. She came out in charge of an English crew and reached Yokosuka at 5 a.m. on the 15th instant, but the Japanese Naval Authorities hesitated to take delivery of her, finding she had been treated very badly on the way out. We learn this from the *Fiji Shimpu*. The statement is couched in mysterious language. Reference is made to a bad time had by the vessel between Hongkong and Yokosuka, as proving that she had sustained some damage, and naval experts are reported to have come to the conclusion that it is bad policy to have ships brought out by foreign crews, since they take no real interest in the vessel's condition. A strange notion, in our opinion. Any competent Englishman—and assuredly only a competent man would be chosen for such a purpose—can be relied on to bestow the best possible treatment on a ship entrusted to his care, while she belongs to his own country or to a foreign state. If there has been an exception in the case of the *Shinonome*, it is an exception that is all that need be said. The Japanese may certainly claim to be the most fastidious people in the world if they are not content with British seamen's management and care of vessels. Probably the *Fiji Shimpu*'s version of this affair is greatly deficient in accuracy.

—*Japan Mail*.

NEWS FROM OEBU.

CEBU, April 11th.

Everything very quiet. Native policemen very courteous to Americans, and the expected trouble of last week has blown over, but the soldiers are still closely confined to quarters. A drunken soldier created a little excitement last night by firing a shot which went between the legs of Mr. Sidesman, the English Consul here and manager for Smith, Bell & Co. No damage was done. The insurgent band serenaded Col. Hamer at Headquarters Sunday evening. Mail arrived from Manila and the States Saturday and today. The U. S. S. *Petrel* sailed for Manila Saturday. The *Concord* arrived here the same day, but left for Iloilo again Sunday morning. No telegraphic connection with Iloilo has as yet been established.

—*Manila Times*.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

Before the Hon. W. M. Goodman (Acting Chief Justice.)
April 26th.

CLAIM AGAINST A COMPADRORE.

Cheung Han Tin, compadrore to Messrs. Meyer and Co., was sued by a single woman named Tui Chan Shi, of 11, Wellington Street, who sought to recover \$800, money lent.

Mr. Robinson (instructed by Messrs. Mounsey and Brutton) appeared for plaintiff, and Mr. Slade (instructed by Messrs. Deacon and Hastings) for defendant.

The case for plaintiff was that on or about January 7th, 1895, she lent defendant's wife, who was separated from her husband \$800, for necessities. The sum was repayable on demand, with interest at the rate of 88 per cent per Chinese month. Interest on the total sum to the amount of \$160 had been paid, leaving a balance of \$640 due for interest. Mr. Robinson was proceeding to address the Court on the legal aspect of the question when

His Lordship remarked that he thought he was at one with him as to the law, but suggested that an endeavour should be made to come to some agreement.

After some argument the evidence was proceeded with, and the case was adjourned until to-morrow.

THE FIRE ON THE "SUEVIA."

Singapore, 17th April.

The German steamer *Suevia*, whose cargo in the forehold was burning when we went to press on Saturday afternoon, is still lying at Tanjong Pagar. Throughout Saturday afternoon water was poured in large quantities over the cargo which was shifted by a large gang of coolies. By six o'clock the evening the scum of the first among the bales of Manila hemp was arrested. Yesterday the damaged bales, of which there were a large number, were all removed from the hold. It is supposed that the fire arose through the bales rubbing one against the other and so causing ignition. The *Suevia* will remain in port for some days.—*Strait Times*.

THE MURDER OF COLONEL LE MARCHANT.

Private advices from Peshawar give the following particulars of Colonel Le Marchant's death. It occurred at the garrison sports. The Colonel came out of the mess tent to see a subaltern of his regiment saddle and mount the Colonel's pony when, from behind a tree half-a-dozen yards off the tent, a man fired, and the Colonel fell dead. The assassin threw down his pistol and with an accomplice bolted, but the soldiers who swarmed on the race-course started in pursuit and captured the pair and gave the real culprit a rough time of it. He was next day hanged under the Ghazal. The other man is to undergo a formal trial. It is needless to state that a feeling of intense indignation prevails at Peshawar at these frequently occurring outrages.

The opinion of the leaders of the Mohammedan tribes is that, if this had been a case of true Chivalry, the perpetrator would not have run away, but would have surrendered as his object would be to stake his life. The Peshawar police arrangements have long been under criticism. The chief inspector of police in charge of the city is a Hindu, and may not be quite in touch with his surroundings.—*Pining Gazette*.

BOARD OF CLAIMS ESTABLISHED IN THE PHILIPPINES.

A board has been formed whose function will be to determine and pass upon claims for damage, impressed property and others of a similar nature, incident to the military operations in the Philippine Islands.

It is also considered that a board was destroyed at the time of the occupation of the city by the American troops. General Miles and claims of all descriptions from all nationalities have been filed in various stages of completeness. On March 20th a circular letter was drawn up setting forth the position of the United States Government in regard to these claims and calling for more complete proof of ownership and definite specification of the origin of the destruction, whether by American or insurgent forces.

This board is specially designed to examine the validity of such claims and adjust matters as soon as found expedient.

The members are Col. Crowder, President; Major Gantenbein and Oregon Vols, Captain Green, 20th U. S. Infantry and Captain Ballance, 22nd U. S. Infantry.—*Manila Times*.

CANADA AND THE STATES.

Sir Richard Gutzwiller, the Canadian Minister of Trade and Finance, has given his view of the reason why the joint Anglo-American High Commission failed. The first answer, he says, to the accusation that the Canadian Commissioners were prepared to concede everything for the sake of a treaty of some sort with the United States is to be found in the fact that the Canadian Commissioners during all the time made no concessions whatever, and when it was made by the United States which they thought could not be yielded consistently with the honour of Canada or England, they at once refused to accede to that demand. Negotiations with the United States were at last broken off by the provision of the American Constitution, which required a two-thirds majority in the Senate for the ratification of a treaty.

INDIAN CURRENCY.

The consideration of the Indian Currency Committee's report will be begun after the Easter Holidays, and as this will take some time the result will probably not be forthcoming until the latter part of May or the beginning of June. It is understood that several of the more important witnesses examined at recent sittings have strongly urged upon the Committee the advisability of not disturbing the present conditions in India, and among persons usually well informed there is a growing impression that this is the course which will most probably be recommended in the report. Not that the present monetary arrangements are regarded by anybody as proper for a permanent settlement; but as the stringency in the Indian money market which caused such an outcry twelve months ago is absent this year, it is thought that in view of the serious issues involved the Committee will counsel patience and prudence, so that the results of the present experiment and the lessons taught by them may be more fully ascertained. Such a course would also give time for a fuller consideration of the more practical remedies put before the Committee.

NOTANDA.

CALENDAR.

METEOROLOGICAL MEANS BASED ON TEN YEARS' OBSERVATIONS AT 1893.

Barometer 29.958
Thermometer 69.7
Humidity 86.0
Rainfall 7.58

TO-DAY.

WEATHER REPORT. On date at 10 a.m. On date at 4 p.m.
Barometer 30.03 29.96
Thermometer 73 72
Humidity 67 74
Rainfall — —

TO-DAY.

Wednesday, 26th April, 1899.

Chinese—17th of 3rd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 0min.
Sets 5hr. 55min.

High water—Morning 3hr. 20min.
Afternoon 5hr. 50min.

Low water—Morning 3hr. 30min.
Afternoon 5hr. 37min.

ANNIVERSARIES.

1796—The second Dutch Embassy arrived at Canton.

1843—Burglary at Government House, Hongkong.

1882—National Exhibition at Bangkok opened by the King of Siam.

1884—Foundation stone of Queen's College, Hongkong, laid.

1896—Four principals of the Reform Committee sentenced to death at Pretoria.

1897—Battle of Tynamos.

TO-MORROW.

Thursday, 27th April, 1899.

Chinese—18th of 3rd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 0min.
Sets 5hr. 55min.

High water—Morning 3hr. 20min.
Afternoon 5hr. 50min.

Low water—Morning 3hr. 30min.
Afternoon 5hr. 37min.

ANNIVERSARIES.

1521—Magellan killed on Magtan Island, Philippine Isles.

1565—Miguel Lopez landed in Cebu.

1876—Mr. W. H. Forbes' yacht fired upon at Macao by Portuguese soldiers.

1880—Hongkong Polo Club established.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Parramatta*) 28th inst.

Indian (*Catherine*) 1st prox.

German (*Prinzess*) 2nd prox.

Canadian (*Empress of Japan*) 8th prox.

American (*Nippon Maru*) 10th prox.

American (*City of Rio de Janeiro*) 18th prox.

THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Catharine* from Calcutta, left Singapore for this port yesterday afternoon, the 25th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.

Isla de Luzon " " "

Henry Pailing " " "

Haling " " "

Irene " " "

Hongkong Maru " " "

China " " "

D. Juan d'Austria " Cosmopolitan "

Katsuyama Maru " " "

Holenzollern " " "

PASSED THE CANAL.

Outward—28th March—*Hedderberg*, 5th April—*Bendavars*, *Vindobona*, *Kinsang*, *Siberia*, *Telena*, 7th April—*Broadwayne*, *Goodwin*, 11th April—*Hergen*, *Caridigan*, 14th April—*Indrapura*, *Kintuck*, *Laos*, *Bamberg*, *Idoneneu*, *Palatinia*, 18th April—*Glenloch*, *Habicht*, *Kenmore*, 21st April—*Japan*, *Baynton*, *Tunkin*.

Homeward—21st April—*Bayern*, *Caledonian*, *Trieste*.

THEORY OF THE FLAMING SWORD.

"Ah, talk of blessings! What a blessing is digestion! To digest is to know what it means!"

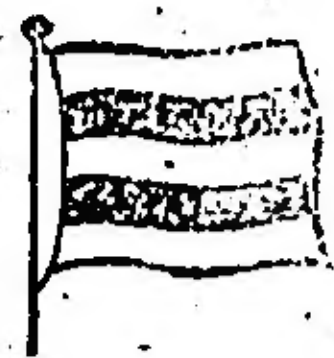
It is to have the sun always shining and the shade always ready for you. It is to be met by smiles and greeted with kisses. It is to hear sweet sounds, to sleep with pleasant dreams, to be touched ever by gentle, soft, cool hands. It is to be in Paradise.

"The cause of a good digestion upon the earth and it was called a blessing. All the evil comes from this. Macbeth could not sleep; it was the supper, not the murder. His wife talked and talked; it was the supper again. Milton had a bad digestion, and Carlyle must have

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 28th April, at 4 P.M.
SANUKI MARU	YOKOHAMA DIRECT	Sunday, 30th April, at 4 P.M.
KINSHI MARU	SEATTLE, WASH., U.S.A., via Kobe, Yokohama, Victoria, B.C.	Thursday, 4th May, at 4 P.M.
TAMBA MARU	MARSHALL ISLANDS, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	Thursday, 4th May, at 4 P.M.
BINGO MARU	Kobe and YOKOHAMA	Thursday, 4th May, at 4 P.M.
SAGAMI MARU	VLADIVOSTOK, via SAKAWA, AMOI, SHANGHAI, CHEFOO, CHER, and NAGASAKI	Thursday, 11th May, at 4 P.M.
MIKE MARU	Kobe and YOKOHAMA	Saturday, 13th May, at 4 P.M.
RAGONHIMA MARU	HONOLULU, via SINGAPORE and COLOMBO	Tuesday, 16th May, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 25th April, 1899.



FLUID POWDER SOAPS &c.
OF ALL CHEMISTS AND DRUGGISTS.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.

— PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

— SETTING UP OF

Liquors Factories—Preserves Factories

Laboratories of Druggists—Essences Factories

STEAM KITCHENS

ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wharf, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 28th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN, Agent.

Hongkong, 24th April, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG,"

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 27th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Manager.

Hongkong, 25th April, 1899.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG;

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S KAUTZEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

Hotel.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the

elegant Building known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

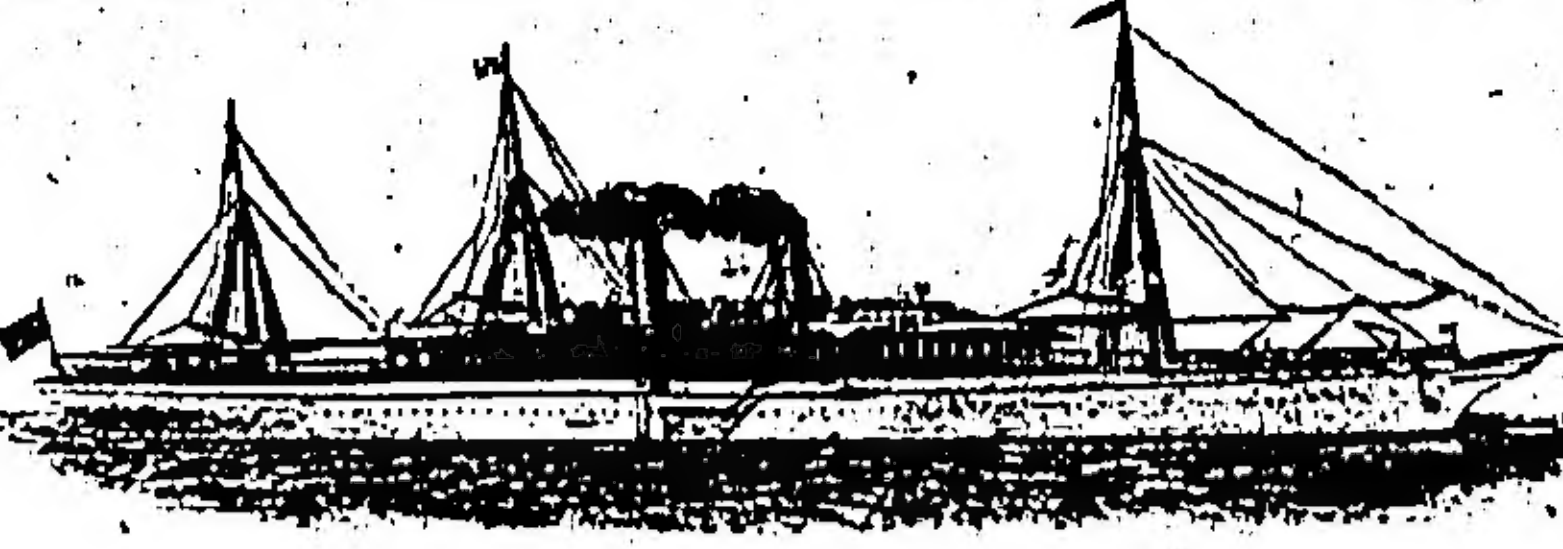
P. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1899.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.



1899.

SAFETY. SPEED. PUNCTUALITY.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 17th May, 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th June, 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder Street.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolu-)

Saturday, 20th May, at Noon.

AMERICA MARU (via

Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolu-)

Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA AND HONO-

LULU, on SATURDAY, the 20th May, at

Noon, taking Freight and Passengers for

Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities

of the United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and

NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways and from

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th March, 1899.

[1310]

MITSUBI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agencies—

Milki Coal Mines.

Onimura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatichi Cotton Spinning Mill, Japan.

The Milke Cotton Spinning Mill, Limited.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory, Japan.

Hongkong, 11th December, 1896.

[1310]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto,

LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK

SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

SAVOIA

HAYRE and HAMBURG.

(About 2nd May) Freight and

Jäger

(LONDON with transshipment in HAMBURG)

About 25th May Freight and

HEIDELBERG

(LONDON with transshipment in HAMBURG)

May Freight and

Schneider

HAYRE and HAMBURG

About 30th May Freight and

KONIGSBERG

(LONDON with transshipment in HAMBURG)

May Freight and

Christiansen

(LONDON with transshipment in HAMBURG)

May Freight and

These Steamers have Superior Accommodation for Passengers and carry a Doctor and

a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,

Agents.

[981]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN FRANCISCO

AND SAN DIEGO

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to Japan Ports

and HONOLULU, The UNITED STATES,

MEXICO, CENTRAL & SOUTH AMERICA, &c.

Curlew City

[3,002] about May 1

Shantung

[2,807] about May 20

Belgian King

[3,379] about June 20

Curlew City

[2,929] about July 20

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN FRANCISCO

AND SAN DIEGO VIA NAGASAKI, KOBE,

YOKOHAMA and HONOLULU, on MONDAY,

the 1st May, at Noon.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.